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| OXCA | ART BLACKSHIELD OPS | * | | |
| | 25X1A | | | |
| | NOX 519 | | | |
| Ao | | | <u>:</u> | |
| B. | SUPPORT TANKER LANDING ME | SSAGE 25X1A | • | |
| 25X1Å | 58~084 LANDE | | | |
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| D. | ATA, 09/1130Z: CODE I | | | |
| E. | THIS IS FINAL TANKER SUPP | ORT ACTION FOR | R NOX519. | |

T O P S E C R E T 091405 OCT 67

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| OXCART BLACKSHIELD OPS | 25X1A | 51 | 7 | |
| TO: COL SHELTON FROM: | 237176 | | | |
| 1. FINALLY GOT OUR WAY | DERING BOY BAC | K HOME | IN GOOD SHA | DE |
| THE PLIGHT WAS UNEVENTFUL | AND THE WEATHER | R WAS AS | S BRIFFFD. | · WE |
| EXPECTED BUILDUPS OVER THE | PI AND HE DID | DEVIATE | TO THE WE | ST OF |
| TRACK STARTING AT CLARK, T | HRU AR 3, AND B | ACK ON | TRACK JUST | NORTH |
| HAS A | SORE BUTT BUT O | THERWIS | E HE Will p | BE OK 25X1A |
| TOWNORROW. WE GAVE HIM CR | EDIT FOR A HALF | MISSIO | N. | |
| 2. DESPITE THE SEEMING | LY CONFUSING ME | SSAGES | OVER TACTIO | S TO |
| BE USED FOR BUDDY FORMATION | N, IT ALL WENT | LIKE A | CHARM. I H | IAD |
| SEVERAL PHONE CALLS WITH | 4ND | WE WERE | E ALL ON TR | 4CK 25X1A |
| IN ALL RESPECTS. SOME OF I | HE FINER POINTS | THAT V | VE LEARNED | FROM |
| HIS CAPER WILL BE INCORPOR | RATED IN OUR PRO | CEDURES | AND POSST | BLY |
| HE TAC DOCTRINE. | | | - · · · · · · · · | - |
| 3. THE ONLY HITCH IN TH | F FLIGHT WAS WH | en we s | UDDENLY LOS | эт не |

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TOPSECRET

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| IN 56426 239 TOPSECRET PAGE 2 |
|---|
| CONTACT AT AR 3. I ELECTED TO STAY ON THAT FREG WHEN 25X1 |
| IT SUDDENLY WENT BLANK. THE AB CODE CAUSED MOMENTARY CONFUSION. |
| THE TANKERS WERE ON BANDS 25X1 |
| AND THEY WERE ALSO DEAD. |
| 4. OUR C-130 IS DUE IN AT 1745 LOCAL TONITE AND THE PERSONNEL |
| WITH THE LAST KC-135 ARE DUE IN AT 2130 LOCAL. NEEDLESS TO SAY |
| WE ARE ALL EXHUASTED AFTER THE LAST FEW DAYS OPERATIONS. HOWEVER, |
| WE WILL ALL BE OPERATIONAL IN THE MORNING AND READY TO GO AGAIN. |
| 25X1A 5. IT WAS A STROKE OF LUCK THAT DROPPED IN ON FRIDAY. |
| WANT TO EXTEND MY DEEPEST APPRECIATION FOR THE HELP HE GAVE ME |
| AND THE FINE MORAL SUPPORT YOU AND HE GAVE IN THIS RECOVERY. |
| PLEASE PASS ON TO CY. I APPOINTED HIM OPS OFFICER AS I HAD NO |
| ONE OTHER THAN HERE TO PLAN AND START THE SHOW. |
| THIS POINTS UP THE NEED FOR ANOTHER OPS OFFICER OVER HERE AND |
| I'LL WORK THIS OUT WITH SLIP. CY CLEANED UP THE ROUGH EDGES AND |
| SHOULD GET A LOT OF CREDIT FOR THE SHOW. |
| 6. HOPE WE DON'T HAVE ANOTHER VERY SOON. I'M GOING TO GET |
| A HOT BATH AND GO TO BED. |
| TO BCCCRFT TOR: 090916Z OCT 67 |

Approved For Release 2002/06/13: CIA-RDP69B00041R000900010009-0 O. H. FROM: MITTON: 10000 a IN 56420 CHEE. SECRET Ø9Ø811Z CITE 25X1A 25X1A OXCART MAT SERVICE ENGINEERING FROM AWP/DVB/RED ART 131, FLT 139, 10/9/67, DURATION: 5:10, MAX ALT 28M, MAX MN Ø.90. ENGINES LH-226, RH-230, PURPOSE: RECOVERY FLIGHT. SUCCESSFUL. A/B TIME: L-:05, R-:05 OAT: 80 DEG F TGW: 106,000 TEB SHOTS: L-2, R-2 PRE: I/O TRIM: LH-805, RH-805 CRUISE RPM°S: L-6700, R-6500 CRUISE 0. P. "S: L-45, R-48 THERE WERE NO REPORTED ENGINE PROBLEMS ON THIS FLIGHT. SECRET TOR 090903Z OCT 67

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| охо | ART O | PS MAT/R&D | | | , . | | | | |
| A. | NON | OPERATIONAL SOR | TIE REPORT | | | | | | |
| В | (1) | ARTICLE 131, F | LT 139 | | | | | | |
| | | SORTIE NOX 519 | | OCT 67 | | | | | |
| 25X1A | (3) | PILOT: | | 25X10 | - | | | | |
| | (4) | PURPOSE: A/C R | ECOVERY FR | MÓ | f | ROUTES | MODIFI | ED REC | |
| | | NBR 1. | | | | | | | |
| | (5) | MISSION: SUCCE | SSFUL | | | | | | |
| : : | (6) | TAKEOFF Ø105Z, | LANDED Ø6 | 515Z. D | URATI | ON: 5: | 10 | | |
| • | (7) | T.O. DIRECTION | 180 DEGF | REES. | | | В, | | |
| | (8) | T.O. GR WT: 12 | 6.000 LBS, | , C.G. 2 | 21.2 P | ERCENT | | | |
| | (9) | T.O. DIST 5,00 | 10 FT | | | | | | |
| | (10) | T.O. SPEED: 21 | IØ KTS | | | | | | |
| | (11) | RWY TEMP: 80 I | EGREES | | | | | | |
| | (12) | WIND CALM | | | | | | . , | |
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| | 25X1A | T | 0 | þ | S | E | C | R | E | T |
| IN 56415 | | | | | | | | | | PAGE 2 |

- (13) PRESSURE ALT: 200 FT
- (14) MAX ALT: 28,000 FT
- (15) MAX MACH: .9
- (16) AB TIME: :05
- (17) THRU (21) N/A
- (22) TOTAL ACFT TIME: 254:25
- (23) Q-BAY/SPECIAL EQUIP: N/A
- (24) CIT N/A 25X1C

 C. SUMMARY: THIS WAS A SUB SONIC RECOVERY FLIGHT FROM

 AB, FLOWN SYSTEM WITH KC-135. THREE AIR REFUELINGS WERE

 SUCCESSFULLY COMPLETED IN ROUTE WITH OFFLOADS OF 5,000, 45,000,

 AND 44,000 LBS RESPECTIVELY. FLIGHT WAS UNEVENTFUL. DESCENT

 AND LANDING NORMAL.
- D. DISCREPANCIES: SR-3 COMPASS SYSTEM OCCASIONALLY 90 DEGREES OUT OF SYNC WHEN SWITCHING FROM INS TO SR-3.
- TOPSECRETION: 090753Z OCT 67

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| 1. HOW MUCH OF POST MIS | SION BRIEFING | DID YOU | ACCOMPLISH? | |
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| WHAT IS LEFT FOR US? | | | | |
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OXCART BLACKSHIELD MATERIEL

- 1. (A) SPECIAL FUEL TEST REPORT (POST REFUEL)
 - (?) 103 1045L/9
 - (C) FUEL TESTED IN PARA B QUAL IAW SECTION VII TEST CRITERIA.
- 2. (A) SPECIAL FUEL TEST REPORT (2 1/2 HOUR PRE-FLIGHT)
 - (B) 112 1235L/9 STRIP ALERT
 - (C) FUEL TESTED IN PARA B QUAL IAW SECTION VII TEST CRITERIA.

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